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CENTRAL INTELLIGENCE AGENCY 25X1 REPORT

INFORMATION REPORT

CD NO.

COUNTRY USSR (Georgian SSR)

DATE DISTR. 20 Dec. 1950

SUBJECT Aircraft Plant No. 31 in Tbilisi

NO. OF PAGES 3

PLACE 25X1

ACQUIRED

DATE OF INFO.

NO. OF ENCLS. (LISTED BELOW)

25X1 25X1

SUPPLEMENT TO REPORT NO.

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THIS IS UNEVALUATED INFORMATION

- 25X1 1. Two different types of aircraft were produced at the aircraft plant No 31 in Tbilisi, Georgian SSR. (1)
2. Sheet aluminum 3mm thick, aluminum rods 6 to 8 cm in diameter and aluminum tubes with an outer diameter of about 5 cm and a wall thickness of 3 to 5 mm were seen at the aluminum dump. (2) Two freight cars with aluminum arrived at the plant every week.
3. The jet engines arrived by rail packed in crates, 3 x 1 x 1 meters. A small gasoline motor which also arrived by rail belonged to each jet engine. Armament also arrived by rail in boxes 1.8 meters long.
4. The tested aircraft were shipped out in wooden crates lined with plywood which was covered with roofing paper. One side wall was detachable. The plane was dismantled by about eight men within two hours, and the fuselage, the engine, and the two wings were then loaded separately. The wings did not have a through spar. (3) As far as could be remembered, work was done in two 8-hour shifts.
5. Only one aircraft type was seen. It had a step in the fuselage and a wing span of about 7 meters.
6. About 30 turbojet engines were seen in the storage shed. (4)
- 25X1 7. [redacted] the plane had a flying time of about 45 minutes for which time 1,000 liters of gasoline were needed. Fuel tanks were fitted under the pilot's seat. There was one tank each on the left-hand and right-hand sides of the fuselage, and one or several tanks were in the wings. (5) The plane was equipped with a battery starter of 12 volts. This started a two-stroke motor with a piston displacement of about 100 cubic centimeters which in turn started the turbine.

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- 25X1 8. [redacted]
- 25X1 [redacted] a fuel tank with a capacity of 50 liters was available for the
- 25X1 starting motor and that this motor could run on all sorts of oil,
- 25X1 mazut or petroleum. (6)
9. Final assembly was done on an assembly line which advanced at pre-determined time intervals, nine planes being worked on at one time. The aircraft were on erecting jigs which were moved from one assembly station to the next. (7)
10. The aluminum sheets stored at the aluminum dump were painted with a colorless agent which smelled like nail polish. Some of the sheets which were $1\frac{1}{2}$ to 2 mm thick had an azure tint. A small portion of the sheets was marked by blue undulating lines but most of them had the typical light grey color of sheet aluminum and were $2\frac{1}{2}$ to 3 mm thick. (8) Sheet aluminum 0.078 mm thick was never seen. The thickness of the sheets ranged from 0.5 to 4 mm. (9)
- 25X1 11. Many cracked aluminum sheets, mostly circular sheets for the undersides of fuselages, were stored at the aluminum dump. These sheets were 2 to $2\frac{1}{2}$ mm thick. The seams of rupture were painted and ragged. [redacted] this waste was to be eliminated by the installation of an annealing furnace in early 1948. (10)
- 25X1 12. It was said that two or three hours were required by four or five men for the disassembly of the aircraft. (11) (12)
- 25X1 [redacted] Comments.
- 25X1 (1) [redacted] seems to have witnessed the changeover from the single-seater to the
- 25X1 two-seater version since the essential features of both are correctly given.
- 25X1 (2) These measurements agree with previous information. [redacted]
- 25X1 (3) Contrary to previous reports the wings are reported to have no through-spars.
- 25X1 [redacted] The data on the disassembly and shipping of
- 25X1 the aircraft agree with previous information.
- [redacted]
- (5) The consumption of 1,000 liters of fuel is believed correct. However, the data on the arrangement of the fuel tanks do not seem to be based on clear observation.
- (6) The different types of fuel were probably used by the turbine and not by the two-stroke starting motor.
- (7) Such definite statements on the assembly procedure are made for the first time.
- (8) The colorless liquid must have been zapon varnish. From the description of the aluminum sheets it is inferred that the bulk of this material was not aluminum but duralumin.
- 25X1 (9) The figure 0.078 does not seem to refer to the thickness of the aluminum sheet but to its stock number.
- 25X1 (10) The use of these annealing furnaces is not clear. It is believed that an annealing bath for duralumin is concerned. [redacted]
- 25X1 (11) Comment. [redacted] It is
- 25X1 true that about four planes were loaded by one team within eight hours, but many helpers worked for the individual teams. [redacted] the reported rate of disassembly is a typical example for the way in which Stakhanov type performances were achieved. The specialists were given the sole credit for work in which many helpers participated. A team of five men would definitely need eight hours for the disassembly and loading of one plane.

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(12) Comment. the disassembly of
25X1 this type aircraft was achieved by a team of four men within two or three
25X1 hours not including the time required for the packing of the craft in
25X1 the shipping crate.
25X1 Therefore the the time required
25X1 for the disassembly and the packing of the plane may be correct.

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